Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting:

January 31-February 1, 2007

Reference No.:

4.5

Action Item

From:

Curdy McKIM

Chief Financial Officer

Prepared by:

Ross A. Chittenden

Division Chief

Transportation Programming

Subject: $\frac{\text{THE TRAFFIC CONGESTION RELIEF PROGRAM ALLOCATION POLICY AND}}{\text{TRIBAL GAMING}}$

ISSUE:

Proposition 42 was fully funded for Traffic Congestion Relief Program (TCRP) projects in Fiscal Year (FY) 2006-07 and is proposed for full funding in the Governor's Budget Proposal for FY 2007-08. The FY 2006-07 Budget also assumed that \$290 million resulting from the sale of Tribal Gaming bonds would become available for allocation to TCRP projects in FY 2006-07. However, significant legal challenges still exist, making it unlikely that revenue derived from Tribal Gaming bonds will become available through at least FY 2007-08. During this period, revenue resulting from Tribal Gaming Compacts will be transferred to the State Highway Account (SHA) to repay General Fund debt to that account. Additionally, the passage of Proposition 1A included provisions for repaying the TCRP over a period of up to 10 years as a result of the partial suspension of Proposition 42 in FY 2003-04 and FY 2004-05.

The TCRP allocation capacity will become insufficient to allow full allocations for all projects seeking TCRP funding in FY 2007-08, assuming that allocation requests will be made on the schedule documented in the October 2006 TCRP Bi-Annual Progress Report. As a result, the California Transportation Commission (Commission) requested that the California Department of Transportation (Department) propose an allocation plan for current and future TCRP revenue.

RECOMMENDATION:

The Department recommends the Commission continue making allocations against the remaining TCRP funds budgeted in FY 2006-07, excluding Tribal Gaming bond funds, and against the \$684 million in TCRP funds included in the Governor's Budget Proposal for FY 2007-08 on a first-come basis. The Department continues to recommend that allocations be limited to the amount of funds proposed for appropriation through FY 2007-08, in lieu of allocating on a cash-management basis.

The Department will continue to monitor the allocation capacity and will begin discussions with TCRP project applicant agencies that will be seeking allocations in future years to develop an allocation plan in accordance with future TCRP funding. The results of these discussions and resulting recommendations will be reported in future TCRP Bi-Annual reports, beginning with the April 2007 report.

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BACKGROUND:

The FY 2007-08 Governor's Budget proposal includes \$684 million for TCRP projects. The proposed funding consists of the final Proposition 42 transfer of \$602 million and \$82 million repayment for prior suspensions of Proposition 42 as authorized by Proposition 1A. This additional funding proposed in the FY 2007-08 Governor's Budget could support an increase in current year allocations and provide an opportunity to advance some TCRP projects by one construction season.

Based on the October 2006 TCRP Progress Report, approximately \$857 million will be requested for project allocations for the remainder of the current fiscal year. The following summarizes the documented TCRP allocation needs remaining for FY 2006-07:

- Reimburse remaining approved AB 1335 Letters of No Prejudice (LONPs) for projects scheduled for completion in FY 2006-07 \$340 million.
- Projects ready to go to construction in the remainder of FY 2006-07 \$159 million.
- Pre-construction phases ready in the remainder FY 2006-07 \$358 million.

As of December 2006, \$449 million remains available for allocation to TCRP projects, with revenues included in the FY 2006-07 Budget (excluding Tribal Gaming bond funds). Combining this amount with the proposed \$684 million in the FY 2007-08 Governor's Budget provides a current allocation capacity of \$1.133 billion.

A listing of TCRP projects with remaining allocation needs is attached. If all projected allocation requests for FY 2006-07 are approved, only \$276 million will remain for allocation against the projected needs for FY 2007-08. The current projected allocation need for FY 2007-08 is \$859 million (including \$181 million for completed Letters of No Prejudice). Therefore, there will be insufficient TCRP funding for all allocation needs.

TCRP REVENUE SOURCES:

Proposition 42

The FY 2007-08 Governor's Budget proposal includes the final transfer of \$602 million from Proposition 42 revenues for TCRP projects. Beginning in FY 2008-09, all Proposition 42 revenues will be split between the State Transportation Improvement Program (STIP), the Public Transportation Account (PTA), and to cities and counties for local road rehabilitation projects.

Proposition 1A

Proposition 1A requires payments to be made from the General Fund for the portion of revenues that were not transferred due to Proposition 42 suspensions in FY 2003-04 and FY 2004-05. Any amount of revenues that are not repaid from the General Fund by July 1, 2007, shall be transferred from the General Fund no later than June 30, 2016. The amount of the transfer payments to be made in each fiscal year shall not be less than one-tenth of the total amount remaining to be transferred. The proposed FY 2007-08 Governor's Budget includes \$82 million repayment from the General Fund, and a similar amount is projected for subsequent years.

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It should be noted that Proposition 1A also authorizes the Legislature by statute to allow TCRP lead agencies to bond against this revenue stream.

Tribal Gaming

In 2004, the Governor negotiated compacts with five Indian tribes that generate approximately \$100 million per year for the General Fund. AB 687 (Chapter 91, Statues 0f 2004) authorized the use of these revenues to secure bonds to repay General Fund debt to various transportation accounts.

Legal challenges have so far prevented the sale of bonds. Therefore, revenues generated by the Tribal Gaming compacts, approximately \$100 million per year, are being transferred to repay outstanding General Fund debt to the SHA, PTA and Traffic Congestion Relief Fund (TCRF). The FY 2007-08 Governor's Budget proposal includes the transfer of \$100 million for both FY 2006-07 and FY 2007-08 to the SHA. Assuming the bonds will not be sold and this transfer continues, the TCRF will receive revenues from this source beginning in FY 2009-10, after the SHA loan is fully repaid.

The following table illustrates the current estimate of how revenues from the Gaming compacts are to be distributed to the TCRF over the next several fiscal years, beginning in FY 2009-10:

TABLE 1

| Fiscal Year | 2009-10 | 2010-11 | 2011-12 | 2012-13 | Beyond | Total |
|---------------------------------------|---------|---------|---------|---------|--------|-------|
| Traffic Congestion Relief Fund (TCRF) | \$76 | \$100 | \$100 | \$14 | \$192 | \$482 |

Please note, the schedule above could be affected by actual SHA interest in FY 2009-10 (which could be higher) and may push out repayments to the TCRF and PTA to subsequent fiscal years. There are no guarantees that revenues will be made available for future fiscal years on the schedule shown, thus the Department must assume TCRP funding from this source remains uncertain at this time.

PROJECTED TCRP ALLOCATION NEEDS:

Twice each year, the Department, in cooperation with TCRP lead agencies, develops the TCRP Bi-Annual progress Report. Lead agencies are requested to provide a status of the progress for each project, including an estimated date for allocation of remaining TCRP funds for each project. A list of remaining allocation amounts by project component and fiscal year is shown on the attached document.

The following table contains an estimate of future year revenue streams compared with the projected remaining allocation needs of TCRP projects. The allocation needs are summarized by allocation priorities used in previous allocation plans for the TCRP, specifically allocations for completed Letters of No Prejudice (LONP), allocations for construction, and allocations for pre-construction phases of work (environmental clearance, design and right-of-way phases).

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TABLE 2

| TABLE 2 | | | | 1 | |
|--------------------------------------|------------|------------|------------|------------|--------|
| (\$ x 1 million) | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | Beyond |
| Revenue: | | | · | 1 | |
| Proposition 42 | \$678 | \$602 | \$0 | \$0 | \$0 |
| TDIF / Prop 1A | \$321 | \$82 | \$82 | \$82 | \$501 |
| Tribal Gaming | \$0 | \$0 | \$0 | \$76 | \$406 |
| Total Revenue | \$999 | \$684 | \$82 | \$158 | \$907 |
| Allocations: | | | · | | ,, |
| Allocations Made in FY 2006-07 | \$555 | \$C | \$0 | \$0 | \$0 |
| LONP Reimbursement | \$340 | \$181 | \$0 | \$26 | \$0 |
| Future Construction Allocations | \$159 | \$399 | \$74 | 1 \$125 | 5 \$44 |
| Future Pre-Construction Allocations | \$358 | \$279 | \$204 | 4 \$53 | \$33 |
| Total Projected Allocation Need | \$1,412 | \$859 | 9 \$278 | 3 \$204 | \$77 |
| Remaining Annual Allocation Capacity | (\$413 |) (\$588 |) (\$784 |) (\$830 |) \$0 |

As the table above illustrates, current year allocations are insufficient to meet the projected allocation needs for remainder of FY 2006-07 by \$413 million. However, the \$602 million of FY 2007-08 Proposition 42 funding for the TCRP could be used to increase allocations for projects in the current year. The Commission may, with relatively little risk, increase allocation capacity to meet this \$413 million demand.

Assuming TCRP applicant agencies request allocations in accordance with information submitted and published in the October 2006 TCRP Bi-Annual report, the TCRP allocation capacity will become insufficient sometime in FY 2007-08. By the end of FY 2007-08, it is projected that there will be \$588 million of pending allocation requests.

The Department will continue to monitor the allocation capacity and begin discussions with TCRP project applicant agencies to develop an allocation plan in accordance with available future TCRP funding. Options include a resolution of the legal issues regarding Tribal Gaming revenues, increased use of LONPs, and lead agencies bonding against Proposition 1A revenues. The results of these discussions and resulting recommendations will be reported in future TCRP Bi-Annual reports, beginning with the April 2007 report.

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Traffic Congestion Relief Program Future Allocation Needs by Fiscal Year and Component (\$ × 1,000)

| ALA 1.1 B SCL 1.2 B ALA 1.1 B SCL 1.2 B ALA 1.1 S SCL 1.2 CC CC CC CC CC CC CC | | | | | | | | Pro | Project Totals by Fiscal Year | Fiscal Year | | | | TCRP Totals by Componant | Componant | |
|--|------|--------|-------|--|------------------|-------------------------|---------|---------|-------------------------------|-------------|---------|--------|-----|--------------------------|-----------|------|
| 1. | | | 300 | T.H.D. | Tvpe | Existing Allocations | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | Beyond | R/W | CON | PA&ED | PS&E |
| 1 1 1 1 1 1 1 1 1 1 | | County | # L | | Mass Transit | 1 | | 1 | | | | | | | | |
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| Aut. A. S. | Τ | AI A | 2 | Alternate Project; Aquire rail line for BART to San Jose | Mass Transit | . \$ | | | | | | | 35 | | | |
| 1. 1. 1. 1. 1. 1. 1. 1. | Τ | A IA | 4 | Sunoi Grade HOV Corridor- Northbound | Capital Outlay | | | - 1 | | | | | | | | |
| Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act Act | T | SCL | 7.2 | CalTrain to Gilroy | Mass Transit | | | | | | | | | | | |
| Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control | Π | ALA | = | SF Bay Southern Xing, feasibility & financial studies | Mass Transit | | | | | | | | | | | |
| Column C | | ည | 12.1 | Route 4 Study | Mass Transit | | | | | | | | | | | |
| A.A. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. <t< td=""><td></td><td>8</td><td>12.2</td><td>Hercules Train Station Project</td><td>Rail</td><td>١</td><td></td><td>00/</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<> | | 8 | 12.2 | Hercules Train Station Project | Rail | ١ | | 00/ | | | | | | | | |
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| All All Section All All All All All All All All All A | 4 | ပ္ပ | 28 | BART Richmond Station Additional Parking | Mass Iransit | | | | | | | | | | | 27 |
| HAMA 351 ADMIN 352 | 4 | MRN | 30 | Implementation of commuter rail passenger service | Mass Tansit | ١ | | | | | | | | | | |
| HUMN 322 NGANGA environmental remaindancy mass framental s 2, 2,2,2,2 s 2,1,4,2,2 s 2,1,4,2,2,3,3,4,4,3,4,4,4,4,4,4,4,4,4,4,4,4 | 4 | ALA | 31 | Route 580 eastbound HOV Lane Project | Capital Oullay | | | | | | | | | | | |
| HUMN | - | HUM | 32.4 | NCRA; upgrade rail line to class II or III standards. | Mass Iransit | | - | | | | | | | | | |
| Holy 327 Color Col | - | HUM | 32.5 | NCRA; environmental remediation projects. | Mass Iransit | | | 000 | | | | | | | | |
| Hyph | - | HUM | 32.7 | NCRA; local match funds | Mass Iransit | İ | | 1 | | | | | | 1,, | | |
| LA 38.2 Months South Boat Project 1.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0 | - | HUM | 32.9 | NCRA; long term stabilization. | Mass Iransit | | | | | | | | | | | |
| (A) 3.0 Counted filtor and Charles (Stand Charles) 3. Filto Charles)< | 7 | R | 38.2 | North-South Bus Transit Project | Mass Iransit | | | | | | | | | 69 | | |
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| IAA 4121 EVANCE alone from Rep of From Rep of | 7 | LA | 40 | Route 10; add HOV lanes | Capital Outlay | | | | | | | | | | | |
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| LA SE2 Read 405, and fully blanes Coral Assistance S. 5.00 S. 5 | 7 | ΓA | 51 | Route 101/405; add auxiliary lane and widen ramp | Capital Outlay | | | | | | | | | | | |
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| SBD 55.2 Alameda Corridor East; Onlario Cucla Assistance 3 Alone de Corridor East; Anlario 4 Alone de Corridor East; Anlario 4 Alone de Corridor East; Anlario 5 Alameda Corridor East; Anlario 5 Alone De Corridor East; Anl | 8 | SBD | 55.1 | Alameda Corridor East; Colton - Ramona | Local Assistance | Ì | | | | | | | | 69 | | |
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| SD N. L. Roule St. realign freeway Capital Outlay \$ 300 \$ 7,000 \$ 2,400 \$ 2,400 \$ 770 </td <td>- ;</td> <td>200</td> <td>87.2</td> <td>1</td> <td>Capital Outlay</td> <td>-</td> <td></td> <td>€</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>e</td> <td></td> <td>9 0</td> | - ; | 200 | 87.2 | 1 | Capital Outlay | - | | € | | | | | | e | | 9 0 |
| CE 89 Route 99; improve Shaw Avenue Interchange Capital Outlay \$ 2,170 \$ 2,000 \$ 7,439 \$ 7,439 FRE 91 Route 180 - Clovis Ave to Temperance Ave Capital Outlay \$ 12,561 \$ 7,439 \$ 7,439 \$ 7,439 | = = | 200 | 88 1 | _ | Capital Outlay | | | | | | | - | | | | ÷ 64 |
| FRE 91 Route 180 - Clovis Ave to Temperance Ave Capital Outlay \$ 12,561 \$ 7,439 | _ (c | FRF | 68 | Т | Capital Outlay | | | 69 | | | | | | 65 | = | , |
| | 9 | FRF | 91 | Route 180 - Clovis Ave to Temperance Ave | Capital Outlay | | | | | | | | | | | |

Reference No.:4.5 Jan 31-Feb 1, 2007 Attachment Page 2

Traffic Congestion Relief Program Future Allocation Needs by Fiscal Year and Component $(\$\times1,000)$

| Existing 2006-07 2007-08 \$ 5.25 \$ 10,000 \$ 5.188 \$ 2.300 \$ 7,055 \$ 5,188 \$ 2,300 \$ 7,055 \$ 1,305 \$ 7,055 \$ 7,055 \$ 1,900 \$ 6,100 \$ 7,055 \$ 1,900 \$ 6,100 \$ 7,055 \$ 5,800 \$ 22,200 \$ 7,055 \$ 5,200 \$ 1,855 \$ 6,220 \$ 1,855 \$ 6,220 \$ 22,478 \$ 8,033 \$ 1,855 \$ 5,220 \$ 63,00 \$ 5,340 \$ 24,78 \$ 5,340 \$ 24,78 \$ 3,340 \$ 21,030 \$ 5,20 \$ 3,400 \$ 2,578 \$ 2,60 \$ 3,370 \$ 2,578 \$ 2,60 \$ 3,300 \$ 7,050 \$ 7,95 \$ 3,300 \$ 7,59 \$ 7,95 \$ 3,3 | | | | | | | | ā | Project Totals by Fiscal Year | / Fiscal Year | | | 1 | TCRP Totals by Componant | y Componant | |
|---|----------------|----------|-------|---|-------------------|---------------------|------------|------------|-------------------------------|---------------|-----------|----------|----------|--------------------------|-------------|------------|
| TCRP # Title Type Antocation Zobe-off Action off 92 San Joaquin Corridor, improve track & signals Rail \$ 525 | Į | - | | | | Existing | | 0000 | 00 0000 | 2000-10 | 2010-11 | Beyond | R/W | CON | PA&ED | PS&E |
| 92 San Joaquin Corridor, improve track & signals Rail \$ 5. \$ <t< th=""><th>C</th><th>unty 1</th><th>TCRP#</th><th>Title</th><th>Type</th><th>Allocations</th><th>7009-07</th><th>Š</th><th>50-0007</th><th>71.007</th><th></th><th></th><th></th><th>40.000</th><th></th><th></th></t<> | C | unty 1 | TCRP# | Title | Type | Allocations | 7009-07 | Š | 50-0007 | 71.007 | | | | 40.000 | | |
| 92.2 Capital Outlay \$ 525 \$ 1305 \$ 55 97.1 Operational Improvements on Shaw Ave Local Assistance \$ 1,305 \$ 398 97.2 Operational Improvements on Streets near CSU, Fresno Local Assistance \$ 5,188 \$ 390 98.2 Operational Improvements on Streets near CSU, Fresno Local Assistance \$ 65,100 \$ 2,300 \$ 1,900 \$ 2,300 </td <td>Ū</td> <td>L L</td> <td>Γ</td> <td></td> <td>Rail</td> <td>, (9</td> <td></td> | Ū | L L | Γ | | Rail | , (9 | | | | | | | | | | |
| 94 World et Assistance \$ 1,305 \$ 94.1 Operational Improvements on Shaw Ave Local Assistance \$ 1,305 \$ 398 97.2 Operational Improvements on streets near CSU, Fresno Local Assistance \$ 5,188 \$ 398 98.2 Capacity Improvements Rall \$ 5,188 \$ 2,300 \$ 2,300 102.3 Roule 101 access, Advanced Traffic Corridor System Local Assistance \$ 5,180 \$ 2,200 102.3 Roule 101 access, Advanced Traffic Corridor System Local Assistance \$ 1,900 \$ 6,100 103 Roule 101 access, Advanced Treffic Corridor System Capital Outlay \$ 2,200 \$ 2,200 104 Roule 99, Arboleda Road Freeway Capital Outlay \$ 2,800 \$ 2,200 105 Freeway Ubgrade & Plainsburg Road I/C Local Assistance \$ 5,800 \$ 2,200 106 Campus Parkway Local Assistance \$ 5,800 \$ 2,200 107 Sr.132 West Widening Capital Outlay \$ 4,413 \$ 5,800 108 Roule 105 Sexpressway Re 43 to Re 99 Capital Outlay | L I | <u> </u> | Τ | | Capital Outlay | | | | | | \$ 4,475 | | | | \$ 4,475 | |
| 97.1 Operational Improvements on Staw Ave Clocal Assistance \$ 5,188 \$ 398 98.2 Operational Improvements on streets near CSU, Fresno Local Assistance \$ 5,188 \$ 390 98.2 Capacity Improvements Rail \$ - \$ \$ 5,188 \$ 2,300 \$ \$ 99.2 Capacity Improvements Rail \$ - \$ \$ 110 \$ \$ 2,300 \$ \$ 102.3 Route 99; improve interchange Capital Outlay \$ 1,900 \$ 6,100 \$ \$ 1,900 \$ \$ 1,900 \$ \$ 2,200 103 Route 99; Arboleda Road Freeway Capital Outlay \$ 4,413 \$ \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410 \$ 22,410< | ш. | 4 | 7 | | I ocal Accictance | - | | | | | | | | \$ 295 | | |
| 97.2 Operational Improvements on streets near CSU, Fresno Local Assistance \$ 5,188 \$ 2,300 \$ 1,900 98.2 Capacity Improvements of the construction of Paper Action Comments Local Assistance \$ 650 \$ 2,300 \$ 5,100 102.3 Roule 99; Improve interchange Capital Outlay \$ 1,900 \$ 6,100 \$ 6,100 103 Roule 99; Improve interchange Capital Outlay \$ 2,200 \$ 2,200 \$ 2,200 104 Roule 99; Arboleda Road Freeway Capital Outlay \$ 2,800 \$ 2,200 \$ 2,200 105 Freeway Upgrade & Plainsburg Road I/C Capital Outlay \$ 2,800 \$ 2,200 \$ 2,200 106 Campus Parkway Capital Outlay \$ 453 \$ 22,410 \$ 5,200 105 Freeway Upgrade & Plainsburg Road I/C Capital Outlay \$ 453 \$ 2,200 \$ 2,200 106 Campus Parkway Capital Outlay \$ 453 \$ 2,200 \$ 2,200 \$ 2,200 110 SR-132 West Widening Capital Outlay \$ 5,200 \$ 2,2410 \$ 2,2410 \$ 2,2410 \$ 2,2410< | ш | W. | П | Operational Improvements on Shaw Ave | Local Assistance | - ' | | | | | | | | \$ 398 | | |
| 98 Peach Avenue; widen to four-lane Local Assistance \$ 650 \$ 2.300 \$ 8 99.2 Capacity Improvements Rail \$ - 5 Capital Outlay \$ 1,900 \$ 2.300 \$ 6.100 102.3 Route 99; morrored interchange Capital Outlay \$ 1,900 \$ 6.100 \$ 6.100 103 Route 99; morrored interchange Capital Outlay \$ 2,800 \$ 2.200 \$ 5.20 105 Freeway Upgrade & Plainsburg Road I/C Capital Outlay \$ 2,800 \$ 2.200 \$ 2.200 106 Campus Parkway Capital Outlay \$ 2,800 \$ 2.2410 \$ 5.200 106 Campus Parkway Capital Outlay \$ 453 \$ 2.200 \$ 5.200 107 Sk-132 West Widening Capital Outlay \$ 453 \$ 2.400 \$ 5.200 110 Route 132 Expressway Capital Outlay \$ 5,520 \$ 21,030 \$ 2.400 111 Route 132 Expressway Red 3 to Red 50,000 Capital Outlay \$ 5,520 \$ 21,030 111 Route 60, passing lanes & intersection improvement | ш | 뜻 | | Operational Improvements on streets near CSU, Fresno | Local Assistance | ů | | | | | | | \$ 2.300 | \$ 7,050 | | |
| 99.2 Capacity Improvements Rail \$ - Percol Assistance \$ - \$ - Percol Assistance \$ - Percol Assistance \$ - \$ - Percol Assistance \$ - \$ - \$ - \$ - \$ - Percol Assistance \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | ᄔ | 3E | | Peach Avenue; widen to four-lane | Local Assistance | | | | | | | | | \$ 12,000 | | |
| 102.3 Roule 101 access; Advanced Traffic Comidor System Local Assistance \$ 110 \$ 922 103 Route 99; Improve interchange Capital Outlay \$ 1,900 \$ 6,100 104 Route 99; Improve interchange Capital Outlay \$ 2,800 \$ 2,200 105 Route 99; Improve interchange Capital Outlay \$ 2,800 \$ 2,200 106 Campus Parkway Capital Outlay \$ 630 \$ 22,410 109 Route 132 Expressway Capital Outlay \$ 630 \$ 22,410 109 Route 132 Expressway Capital Outlay \$ 632 \$ 22,00 111 Route 68 Expressway Capital Outlay \$ 632 \$ 22,00 111 Route 66; passing lanes & intersection improvement Capital Outlay \$ 520 \$ 520 114 Route 66; passing lanes & intersection improvement Capital Outlay \$ 7,000 \$ 1,080 116 Scult Sacramento Light Rail Confidor Capital Outlay \$ 2,000 \$ 1,080 116 Route 50.walt Avenue interchange Capital Outlay \$ 2,000 \$ 2,000 <td>S</td> <td></td> <td></td> <td>Capacity Improvements</td> <td>Rail</td> <td></td> <td></td> <td></td> <td>\$ 12,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | S | | | Capacity Improvements | Rail | | | | \$ 12,000 | | | | | | | |
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| 105 Freeway Upgrade & Plainsburg Road I/C Capital Outlay \$ 2,900 \$ 2,200 106 Campus Parkway Local Assistance \$ 590 \$ 22,410 109 Route 132 Expressway Capital Outlay \$ 453 \$ 22,410 110 SR-132 West Widening Capital Outlay \$ 453 \$ 453 111 Route 198 Expressway Capital Outlay \$ 62,22 \$ 453 111 Route 68 Expressway Capital Outlay \$ 5,220 \$ 4 114 Route 68 Expressway Capital Outlay \$ 5,220 \$ 5 114 Route 68 Expressway Capital Outlay \$ 376 \$ 1 115 South Sacramento Light Rail Project-Phase 2 Ext Mass Transit \$ 7,000 \$ 1,080 116 Route 60 Light Rail Corridor Capital Outlay \$ 1,080 \$ 1,080 \$ 1,080 118 Route 60 Walt Avenue interchange Capital Outlay \$ 2,000 \$ 2,000 \$ 2,000 120 Route 60 Walt Road: reconstruction and improvement Capital Outlay \$ 2,000 \$ 2,000 | 12 | H | П | Route 99; Arboleda Road Freeway | Capital Outlay | l | €9 | | | | | | , | | | |
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| 110 SR-132 West Widenling Capital Outlay \$ 453 Capital Outlay \$ 453 Capital Outlay \$ 453 Capital Outlay \$ 6220 \$ 520 | 10 | ΓĀ | 109 | Route 132 Expressway | Capital Outlay | | | \$ 1,859 | \$ 1,143 | \$ 8,390 | | | 800'l | | | |
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| 14 Route 65; passing lanes & intersection improvement Capital Outlay \$ 376 \$ 4 \$ 15 \$ | + 3 | a a | 113 | Route 46 expressway | Capital Outlay | | | | | | | ľ | 600 | | 6 | 4 1 294 |
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| 148 Construction of Palm Avenue Interchange. Capital Outlay \$ 2,500 \$ 2,000 \$ 50,000 | + | 2 6 | 129 | Route 62; utility undergrounding | Capital Outlay | | 8 | 69 | | | | | , | 9 6 | | |
| 148.1 Widen State Route 98 Capital Outlay \$ 2,500 \$ 5,5 | + | 3 2 | 146 | Construction of Palm Avenue Interchange. | Capital Outlay | • | 2 | €9 | | | | | | 9 | | 4 000 |
| 157 Jamieson Canyon Capital Outlay \$ 4,100 \$ 158 Intersection of Olympic Blvd/Maleo Street/Porter Street Local Assistance \$580 \$ 595 | += | 2 0 | 148 1 | Widen State Route 98 | Capital Outlay | | | | | \$ 6,400 | | | 9,400 | | | |
| 158.2 Intersection of Olympic Blvd/Maleo Street/Porter Street Local Assistance \$580 \$ 595 | | 4 | 157 | Jamieson Canyon | Capital Outlay | | | | | | | | | 595 | | |
| TOTALS 8 369 146 8 516 201 8 | 4= | 4 | 158.2 | Intersection of Olympic Blvd/Mateo Street/Porter Street | Local Assistance | \$580 | \$ | 1 | - 11 | - - | ٠ | 60000 | 480 035 | 2 794 | \$ 35.463 | \$ 417,702 |
| D. C. C. C. C. C. C. C. C. C. C. C. C. C. | 4 | | | | TOTALS | \$ 369,146 | \$ 516,201 | \$ 678,264 | \$ 277,383 | \$ 177,890 | \$ 14,475 | ٦ | ١ | • | | 1 |